

# REPARATION IS DEMANDED BY KNOX

Government of the United States May Punish President of Nicaragua.

WARSHIPS ORDERED TO SAIL

Marines Are Being Hurried to the South American Country.

(By Associated Press.)  
WASHINGTON, November 22.—Secretary of State Knox has announced that a demand has been made upon Nicaragua for reparation for the killing of the two Americans, Cannon and Grace, who were shot last Thursday along with five hundred other prisoners killed by order of President Zelaya. The government does not intend to condone the breach of international law committed by the Nicaraguan President, and Zelaya and his government must make due reparation, so far as reparation for death can be made, or take the consequences, which promise to be serious.

Prompt and effective steps are being taken to enforce the demand made upon President Zelaya by Secretary Knox, who is acting in accordance with the attitude taken by President Taft. The cruiser Buffalo has been ordered to proceed immediately from Magdalena Bay to Panama, and it is believed she will take marines with her, who can be landed in case the demands of the United States are not complied with, and to protect American interests.

PHILADELPHIA, November 22.—Repairs on the armed transport Prairie, which is in the navy yard here, are being rushed on orders from Washington. It is expected that as soon as she can be got ready she will sail for Panama with 400 marines, who will be landed, if necessary, to enforce the demands made upon President Zelaya of Nicaragua for reparation for the shooting of the two Americans who were executed November 18.

The Prairie is a transport carrying ten guns, and is in the special service class.

TEN MORE BODIES FROM BURNING MINE

One Hundred and Ninety-Eight Still Missing and Hope Is Diminishing.

(By Associated Press.)

CHERRY, Illinois, November 22.—Ten more bodies have been recovered from the St. Paul mine, making a total of twenty saved alive. Ninety-eight are known to be dead. One hundred and ninety-eight are still missing, and hope for the rescue of any of them before death ends their sufferings is rapidly diminishing.

Those who are still imprisoned in the burning mine have been shut up without food for more than a week, and it is hardly probable that any of them can now be saved, even if there be any of them who have not yet succumbed to starvation and fire. Efforts to rescue the imprisoned miners have been twice stopped by fire breaking out and the closing in the shafts in an attempt to smother the flames.

Of the seventy-two who were brought out alive on Saturday, all but twenty-two died during the day, and two more have succumbed since; this leaves little hope of saving alive any others who may still be alive in the mine. The crowds of despairing women and children who have thronged about the mouth of the mine since the first disaster still cling to the hope that some others of their loved ones may be restored to them, but that hope is becoming fainter as the hours pass.

TRY TO BLOW UP BARON ROTHSCHILD

(By Associated Press.)

BRESLAU, Prussia, November 22.—What was intended to be a bomb for the destruction of Baron Rothschild failed of its mission today. A letter that was sent to Albert Rothschild exploded while in the pocket of the mail carrier. The man was terribly mangled. This indicates that the anarchists have adopted a new form of sending messages of death.

# TAFT TO PROBE CUSTOMS FRAUDS

Will Have Talk Tomorrow With Loeb, MacVeagh and Wickersham.

(By Associated Press.)

WASHINGTON, November 22.—President Taft, William Loeb Jr., collector of the port of New York, Secretary of the Treasury MacVeagh and Attorney-General Wickersham will hold a conference tomorrow to decide upon further action in connection with the customs frauds that have been unearthed by Loeb.

Loeb is still actively engaged in running down those who have been connected with the gigantic frauds against the government. Since he began his investigations, over two hundred members of the customs force at New York have been discharged from the service for complicity in the frauds and a large number of indictments have been returned by the grand jury.

President Taft and his subordinates intend to make a thorough investigation of the whole conspiracy to defraud the government. This will take in not only the illegal actions of the customs employees, but the complicity of the big sugar men of the East who have been cheating the government by short weighing their sugar imports.

DE REUTER DEAD.

(By Associated Press.)

LONDON, November 22.—Baron George de Reuter, managing director of Reuter's Telegram Company, died here this morning. He was the eldest son of the late Baron de Reuter and in 1876 married Edith Campbell, daughter of Robert Campbell of Berkshire. He was educated at Harrow, Oxford and Paris.

# SOLDIERS IN REAL BATTLE

Double Frontal Attack Results in Capture of Both the Belligerents.

By direction of Col. Walter C. Schuyler, Fifth Cavalry, commanding the post at Schofield Barracks, Capt. William D. Forsyth and Capt. Walter B. Seales, troop commanders, have been placed under arrest and in close confinement to their quarters.

The news that these two popular officers were in trouble and under the official displeasure of their commanding officer reached town a day or two ago, but the real cause of their suspension from duty came a little later.

On Friday both officers, with others, were lounging in the officers' mess club, where officers off duty generally spend much of their leisure—a cozy, attractive clubhouse, where town guests have been entertained and where the congressional party had luncheon during their visit at the post several months ago.

A disagreement arose between Captain Forsyth and Captain Seales, just what the cause was, has not been explained so far, and before brother officers could interfere a blow had been struck and the two men were engaged in a fist fight, which is said to have been fast and furious. The battle raged, and as both are big and strong men, with hard muscles trained for encounters, each landed until finally brother officers jumped in and parted the combatants.

Naturally, the matter came to the attention of their superior officer, who, after hearing of the altercation, placed them both under technical arrest.

Captain Forsyth, who is now a troop commander, was regimental adjutant when the regiment arrived last January from Fort Huachuca. He was relieved by Captain Sturges, the present adjutant. At West Point he was a football player and all round athlete.

MINE HORROR.

(By United Press.)

CHERRY, Ill., November 22.—Thirty-seven more bodies were today brought from the death chambers of the coal mines here, in which fire wrought havoc for days, having broken out on November 13. There are about one hundred and fifty men still to be accounted for. Over sixty bodies have so far been recovered and not more than a fourth of those known to have been in the mines when the fire broke out, have been brought to the surface alive, and many of the rescued are not expected to live.

HAS FOUND THE HIGHEST WATERFALL

(By Associated Press.)

OSHKOSH, Wisconsin, November 22.—Edward Balch Burr, the Oshkosh citizen and explorer who has just returned from Labrador, reports the discovery in the wilderness of that country of a huge waterfall, which he is confident will prove the highest waterfall on the Western Hemisphere.

The discovery was made while making a forced canoe trip up the Easter river. The fall is said to be larger than found falls in Labrador, which is 300 feet high.

# GOVERNOR WANTS THE FISHMARKET

Announced Now That Important Use For Building Had Been Decided On.

It is learned that one of the last official acts of Governor Frear before his departure for Washington was to veto the proposal to establish a tuberculosis day camp at the old fishmarket, foot of Alakea street. The Governor strongly intimated that the property was shortly to be put to another important public use.

This decision on the part of Governor Frear has solved a problem for the local branch of the Red Cross. A number of the members were opposed to the idea from the first, but it was urged by a couple of prominent physicians and by gentlemen who wished to take advantage of the practical feature of securing an adaptable building at small cost.

Meantime, arrangements for the disposal of the half million Red Cross Christmas stamps allotted to Honolulu are being well shaped. There will be a meeting of the ladies this morning at ten in the hall of the Y. W. C. A., Boston building, for general organization and discussion of details.

This stamp sale will be the preface of a determined movement to reduce the tuberculosis death rate in Honolulu. In the last numbers of several of the leading magazines from the mainland are preliminary reviews of the recent campaign work of antituberculosis societies in many localities. There is a remarkable coincidence in the figure on reduction of death. Wherever there has been anything like aggressive work, the reduction has been 10 per cent. The camps for children, with schools, and the day and night camps for adults have been successful beyond expectation everywhere.

The Red Cross Christmas stamps to be disposed of here will be for attachment to letters and papers to be mailed to the holidays.

MUNITIONS OF WAR CAME ON HYADES

Hundreds of explosive shells for the batteries of field and siege guns stored at Fort Ruger until the government designates men to handle them, were received here yesterday aboard the Matson steamer Hyades. The shells are of the projectile class, each one being heavy and sharply pointed. The steamer Helene brought a large quantity from San Francisco during the week. The receipt of so much ammunition for guns which are not yet mounted, and which are unmanned, presages an early order from the war department directing a regiment of field artillery for station in the Islands.

The hay famine at Schofield Barracks was also relieved by the arrival of the Hyades, as about 3000 bales arrived. The barracks have been a little shy on hay, but, of course, the horses did not go hungry, the deficit in supply being furnished from other sources.

Great poles consigned to the Rapid Transit company arrived, and are believed to be the consignment designed to carry the overhead wire to Pearl Harbor on the next extension from town. About 150,000 feet of lumber, composed largely of heavy sawed timbers, formed part of the deck cargo. The deck was heavily loaded with lumber and poles.

The Hyades cargo comprises over 6000 tons of general merchandise. On the after deck she brought some valuable livestock. There were two great, handsome German coach horses, one for A. W. Carter and the other for H. P. Baldwin on Maui. There was also a consignment of Polled-Angus stock, some of which were taken out to Damon's ranch. Doctor Norgaard, the government inspector of animals, pronounced the entire lot the finest he had seen imported here.

The Hyades' new first mate is Captain Bennett, who formerly ran as first mate on Inter-Island boats.

DISCUSSING BUDGET.

(By Associated Press.)

LONDON, November 22.—The debate on the budget was begun in the house of lords today. The action of the upper house is awaited with the keenest interest and the progress of their discussion is followed in every detail throughout the country.

LETTERS FROM THE PEOPLE.

CLOCKS THREE MINUTES SLOW.

Editor Advertiser:—In your series of diagrams in Sunday's Advertiser entitled "When It's Noon in Honolulu," should not the San Francisco, New York, and London time be 2:30 p. m., 5:30 p. m., and 10:30 p. m., respectively? According to the Daily Advertiser, we run on the time of 157° 20' W.—i. e., 10 hours 30 minutes earlier than Greenwich time.

If the Greenwich time is made 10:30 p. m., probably the Berlin, Manila, and Tokio times should be set ahead three minutes also, as they were doubtless based on the Greenwich time.

Very sincerely,

WILBUR J. MACNEIL.

ANOTHER ARREST.

At a late hour last night E. H. Stackable got wind of another man badly wanted and immediately notified other officials. A quick search was made for the man, Ah Fook, and he was finally located and taken into custody. It has not yet been made public as to just what position he occupies in the great smuggling game ascribed. He is the sixth man to be arrested.

# JOHN JACOB ASTOR SAFE

Reported to Have Arrived in Yacht Nourmahal at San Juan.

WIRELESS MESSAGE CAUGHT

Millionaire and His Vessel Were Not Lost in Great Storm at Sea.

(By Associated Press.)

WILLEMSTAD, November 22.—The yacht Nourmahal, with John Jacob Astor on board, is reported to be safe. It is reported that she arrived at San Juan on November 15.

TAMPA, Florida, November 22.—The wireless station at Guantanamo has overheard a conversation which confirms the report that John Jacob Astor's private yacht, which it was feared had been lost in the storm, is safe.

Mr. Astor left Bermuda shortly before the great storm that swept the seas off the Atlantic coast, and up to yesterday no news was received from or of him. It was feared that the vessel had gone down, and these fears were added to by the report of two revenue cutters, despatched to search for the vessel, that they had sighted a submerged wreck. The fears for the safety of the millionaire and his crew have been dissipated by the report that she has reached port in safety. Mr. Astor was on his way back to New York after an absence during which Mrs. Astor obtained a divorce from him.

# CRUISE OF THE FOONG SUEY

How Landlubber Crew Worked the Square Rigger From Honolulu to New York.

New York Sun.—Often now for weeks at a time you might not see in the whole length of South street a single square rigged vessel where once deep-water ships filled the slips along for block after block, and so in the present day when a square rigger does tie up here it attracts attention. When lately the bark Foong Suey lay at a South street wharf loading for Honolulu people walked down the wharf and stood and stared at her.

The Foong Suey was built in Glasgow twenty-one years ago, but though British built her hailing port is Boston. She was built for Honolulu owners before the Hawaiian Islands were annexed to the United States, and then when the Islands came in the bark Foong Suey came with them to get an American register. Her owners are Charles Brewer & Co. of Boston and Honolulu, and her master is Capt. John E. Willett, who comes from New Hampshire.

The Foong Suey—her name is Chinese for wind and water—was built before, for economy's sake, they began making ship's masts shorter. Later British ships have been turned out without royals, their other yards being made a little longer with a little more spread, so that the vessel gets the same sail area; but without royals, with so many fewer sails to handle, the ship can get along with one or two less men in the crew. But the Foong Suey, a fine steel vessel, with steel lower masts and fore and main and lower topsail yards of steel, is lofty sparred, like the old-time clippers. She carries forward a royal, and on her main, over the royal there's a skysail. She's a tall, slightly ship, and so what with the scarcity of ships in South street it was no wonder that people walked down the wharf to look at the Foong Suey loading for Honolulu.

For a voyage between New York and Honolulu the Foong Suey requires somewhere between 110 and 130 days. Commonly she makes it in about 120, but in her last voyage from the Islands to this port she took 133, the long trip being due to the nature of the crew.

Sailing from here she carried a crew signed for the round voyage—New York to Honolulu and back—but vessels sailing from the Atlantic coast of the United States are very likely to lose their crews in the Islands. On the Pacific coast there is an iron-bound sailors' union, and sailors sailing out of San Francisco get twice the pay they get out of New York. So, when a vessel from an Atlantic port gets to Honolulu, the crew is likely to quit the ship and make for San Francisco. They leave their wages behind in Honolulu, but what they leave they make up by shipping out of San Francisco, and that's what the Foong Suey's crew did on her last trip out.

Of course, they did not need a crew while the ship was lying in port, and so they just went ahead in the usual way and unloaded her and then they loaded her, and in due course of time the ship was ready for sea again, and then a Honolulu shipping master put aboard of her one of the strangest crews ever assembled. It was a picked-up crew of men in or out of employment in Honolulu who wanted to get back to the States.

It included half a dozen or more men who had served in the United States Army, one policeman, one fireman, and

# LONGER SHED ON ALAKEA WHARF

The Alakea-street wharf is growing larger as time passes. Tenders are now being advertised for to construct another hundred feet onto the already long shed. This time it will be but one story, and this latest addition will be added, this contract having already been awarded to J. Ouderkerk. The total addition will be one hundred and sixty feet. It is expected that Ouderkerk will get the contract for the last 100 feet, as he has the men and material already on the spot, and it will be hard to underbid him.

Another matter that is being taken up by Marston Campbell, superintendent of public works, is the construction of eight new cottages, at the Kalihi receiving station. These cottages will be built out of funds appropriated from those allowed the board of health, the plans having been carefully gone over by that body. Tenders are now being advertised for.

ROSE KEPT HOME BY HIS INJURIES

Deputy Sheriff Chas. Rose, who was badly injured in a runaway accident last week, has been confined to his home by his injuries, principally those to one of his legs and to his feet, and is still unable to get downtown. His horse became frightened at a road roller and bolted. His driver was thrown out at once. The buggy overturned and was dragged some distance, with the deputy clinging to the canopy stanchions until the horse ran into a big wagon. The deputy had a narrow escape, and, although he was hurt, he stuck to his duties until night time, when he had to remain at home.

There was one chauffeur, but not a single sailor. It was all American, without exception; but there was not in it a man even from the seaboard States. All came from States in the interior. One was from as far west as Kansas. We read in sea romances about how the old salt grumbles when he gets down in the forecastle and finds that in the whole ship's crew there are only two or three able seamen besides himself, but in this crew of the Foong Suey there wasn't a sailor.

It didn't look like a very promising crew to go to sea with, and yet there was good material in it, and the Foong Suey had two good and able masters, and so the ship being ready and the crew aboard, Captain Willett sailed. There were, to be sure, favoring circumstances which the skipper very well knew.

In those seas the trade winds blow, and Captain Willett knew that for two or three weeks anyway the ship would have favorable winds and weather, a steady, settled and comparatively easy time for the crew and an advantageous time in which to begin their schooling in sea matters. They didn't know one rope from another, and there were men aboard who spoke of the masts as poles and who addressed the captain easily with "Say, captain," so green and new to the sea were they.

But these men took kindly to the teaching. The mates were drivers, but not bazers; they kept the men busy, but they didn't drive them too hard, and there were men in the crew who were pretty lean and soft and couldn't have stood much heavy driving at the start. And then it was all new to them, and it is easy to imagine that to some, if not all of them, it must have been pretty close to a terrifying experience in some of its work at the beginning. In those first days men would come down from aloft in a drip of sweat, partly, perhaps, from the exertion, but more, very likely, from the fearfulness of the climb; but they were all game and they all improved.

So in this fine favoring weather the drill went on with the ship making south all the time toward Cape Horn. In this fine weather they were taught to handle sails. At the cost of time, but with gain in the crew's experience, the captain would shorten sail on the ship and then put sail on her, and so the men were worked in all their duties to the constant improvement in them, and then the Foong Suey had a good Chinese cook aboard and there was plenty to eat, and the men got fat and strong, and in two months, by the time the ship was in the latitude of the Horn, it was a very different sort of crew. They were fit and in good condition and they had all learned to obey orders, and they knew what to do when they were told and they could go aloft in very good shape. Of course, they were not sailor men; you don't make sailors in two months, and so captain and officers got less sleep than usual, and when weather was coming they started getting in sail earlier than they would have done with a smart crew.

The Foong Suey on this trip was fourteen days getting around Cape Horn, ten days of calm and four of windy weather. They passed the Horn finally on the Fourth of July, but they didn't celebrate very much, for on that day they had heavy south-westerly gales with snow squalls, and with that untrained crew, even all American as it was, they were kept fairly busy handling the ship.

Two months later, after four months and a half at sea, the Foong Suey arrived in New York, and here this strangely assorted crew were paid off and discharged. When they stepped ashore they were, to be sure, not real sailors, but they were a husky, able lot of men and all pretty salty. Some of them had learned faster and learned more and taken more kindly to the sea than others, but while none of them might be able to make a good splice or do many a thing that sailors may be called upon to do, all could haul and reef and steer, and it is altogether probable that worse crews might be gathered from this lot of all Americans and all landmen that the shipping master put aboard at Honolulu.

# ORDER TROOPS TO CENTRAL AMERICA

Four Hundred Marines Will Leave Saturday on Board Troop-ship for Nicaragua.

TWO GUNBOATS TO THE SCENE

Drastic Measures Are Taken to Avenge Americans Shot by Orders of Zelaya.

(By Associated Press.)

WASHINGTON, November 23.—Although the war department is waiting until such time as additional details of the execution of Americans by President Zelaya of Nicaragua can reach here, preparations for drastic measures have been taken. On Saturday, four hundred marines will be started for Nicaragua, the Central American republic now in the hands of an unscrupulous dictator.

The marines will leave on the troop-ship Prairie, now in drydock at Philadelphia. Deck men are working day and night on the vessel making numerous needed repairs on her in order that she may be rushed to the scene of impending trouble.

Owing to the shallow waters along the Mosquito Coast and off Port Limon the war department has decided not to send any battleships to Nicaragua as they would be practically useless there.

It is not expected that any further measures will be taken towards sending more forces or ships to Nicaragua than those which are already under orders. The department is waiting for a complete report on the matter which has roused the entire country. It may be that the incident will be the pivot upon which the entire American policy in regard to Central American will turn.

Missouri Order Changed.

NEWPORT, Virginia, November 22.—The battleship Missouri was today ordered to proceed with all speed to Nicaragua to take part, if necessary, against that government. Upon later consideration these orders were canceled owing to the shallow waters.

Gunboats Ordered.

PORTSMOUTH, N. H., November 22.—The gunboats Paducah and Dubuque have been ordered to Nicaragua at once. Both vessels are of the smaller class and are commanded by Commanders Craven and Purcell respectively, their armament consisting of six guns. They are at present in Cuban waters, and are picked out for service owing to their proximity to the scene of trouble.

WASHINGTON, November 22.—The United States cruiser Vicksburg, which was ordered to Central American waters in connection with the two Americans who were shot by President Zelaya's orders, has arrived at Corinto.

# BALLOONS BECOME HUNTED BIG GAME

Sandy Hook Defenses Will Take Pot Shot at Imagined Aerial Hosts.

(By Associated Press.)

SANDY HOOK, New Jersey, November 23.—For the first time in the history of the armaments of the world, war maneuvers for the repulse of airships will today be indulged in here.

The immense fortifications, consisting largely of the highest type of disappearing guns will be used to fire at and, if possible, destroy flimsy bags of silk supposed to contain the foreguards of an invading army.

Three balloons will be used as targets, needless to say unoccupied by any pilot, and the entire land defenses along the New Jersey and New York coasts will be engaged in preventing them from attaining such positions as would permit them to harm the forts.

QUAKE SCARES.

(By Associated Press.)

SALINAS, California, November 22.—A severe shock of earthquake was felt here today. The population was considerably frightened, but no serious damage was done.

WAVERLEY DANCE HALL WILL BE CLOSED UP

With the end of the week, the Waverley dance hall goes out of business. The proprietors, the members of the Hawaiian quintet club, realize, now that attention has been called to the place and the circumstances surrounding it, that they can not afford to maintain it. Consequently they will quit, and the merry dancers will have to trip it some place else, where their trips will not be forced so openly upon the public. Manager Naima called at The Advertiser office with this announcement yesterday.